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Glass et al.

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[54] **PLASTIC BARRICADE ASSEMBLY**

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[51] **Int. Cl.**[7] **E01F 9/012**

[52] **U.S. Cl.** ..... **116/63 P**; 404/9; 40/610

[58] **Field of Search** ..... 116/63 R, 63 P; 404/6, 9; 256/13.1, 64; 40/606, 610

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Assistant Examiner—R. Alexander Smith
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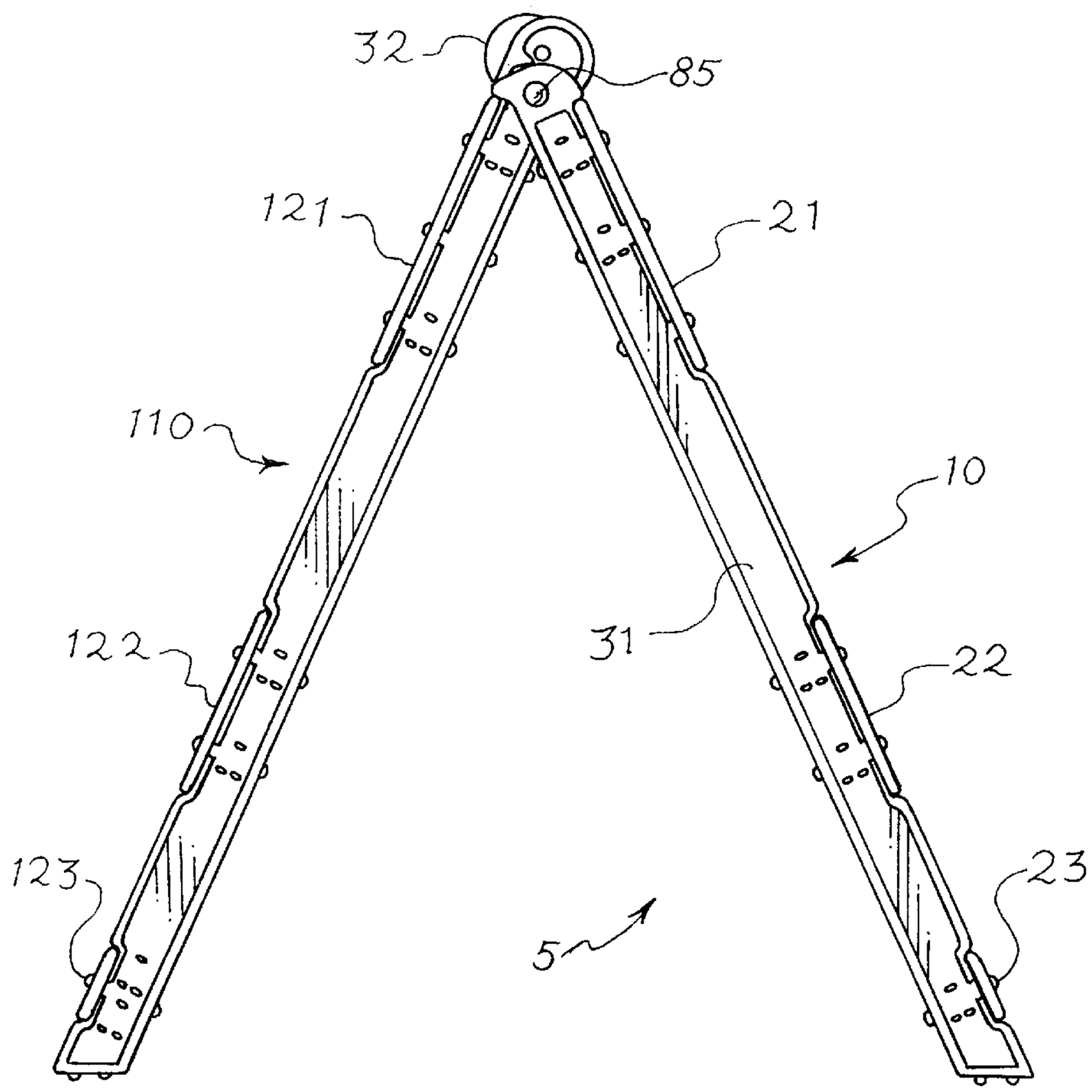
[57] **ABSTRACT**

A plastic barricade assembly including two leg and panel units pivotally interconnected. Each leg and panel unit comprises first and second leg members and a plurality of panel members, the members being separately blow molded. The first leg members of each leg and panel unit are identical to each other and, at the same time, different than the second leg members of each leg and panel unit which are, in turn, identical to each other. Each leg and panel unit is assembled by bolting a first and second leg member together with a plurality of panel members. The leg and panel members of each unit are bolted together in interlocking relationship.

8 Claims, 7 Drawing Sheets



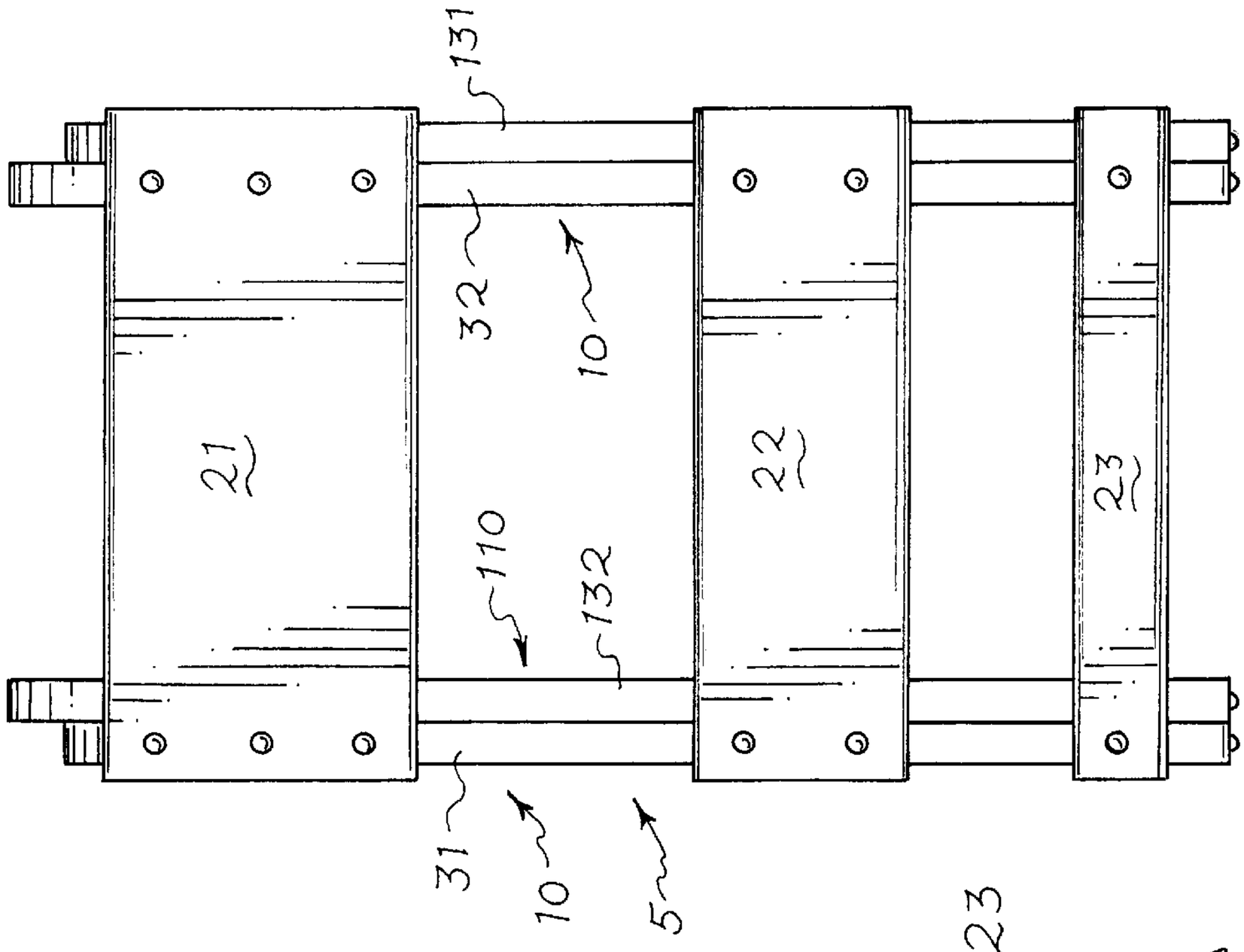


Fig. 2

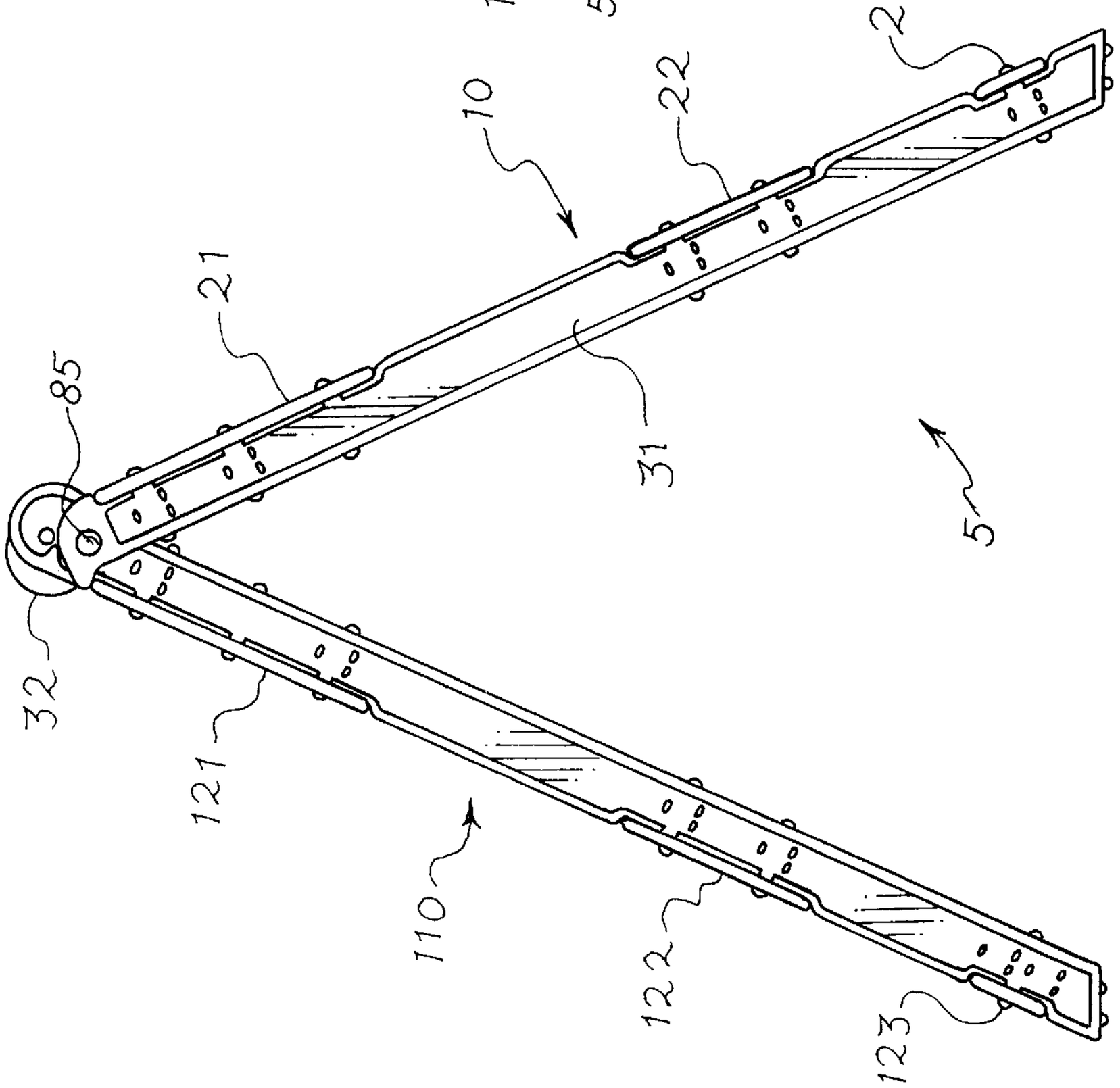
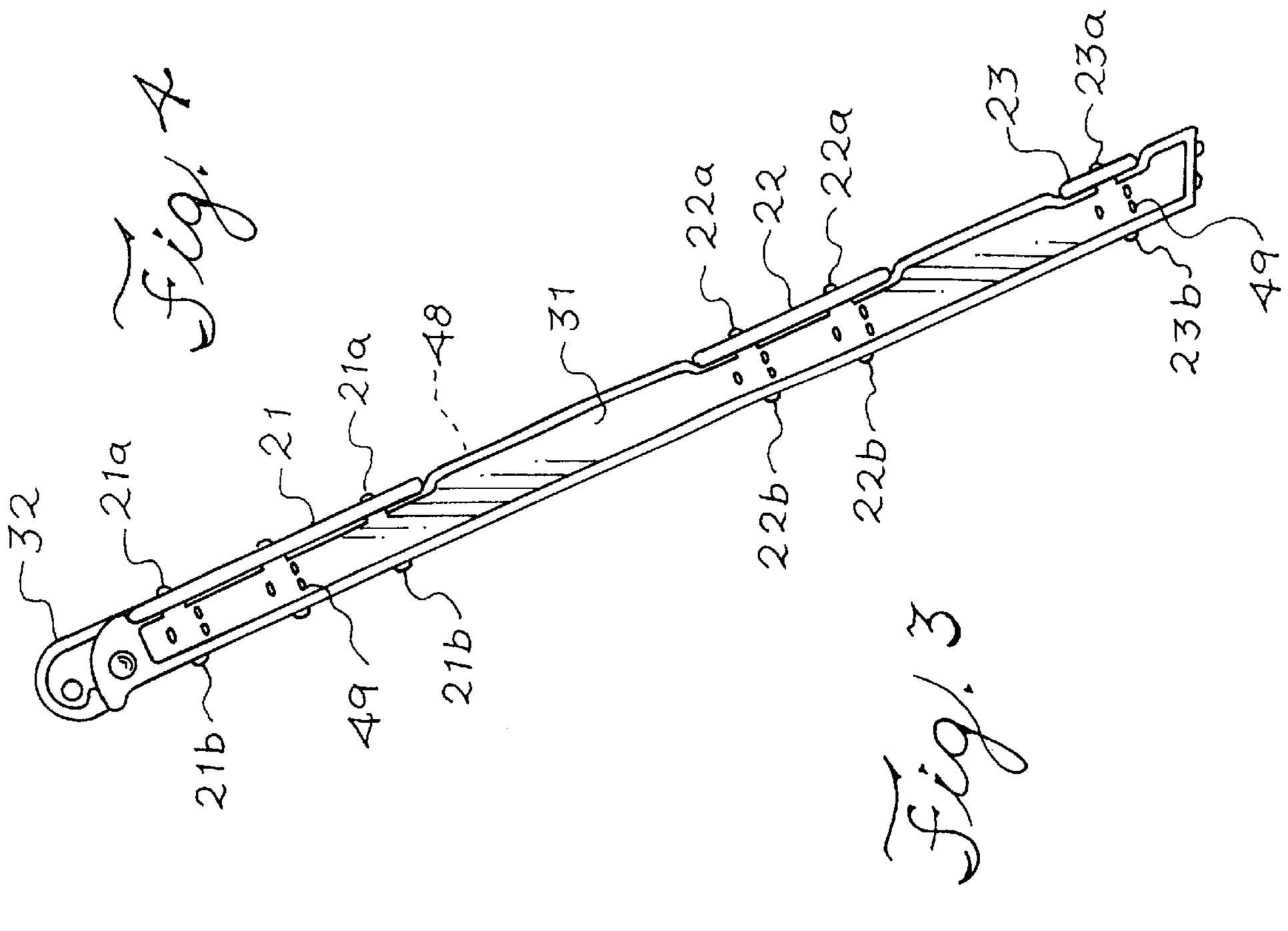


Fig. 1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21a
21
21b
49
21b
21
21a
48
31
22a
22
22a
23
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23b
49
22b
22b

Fig. 4

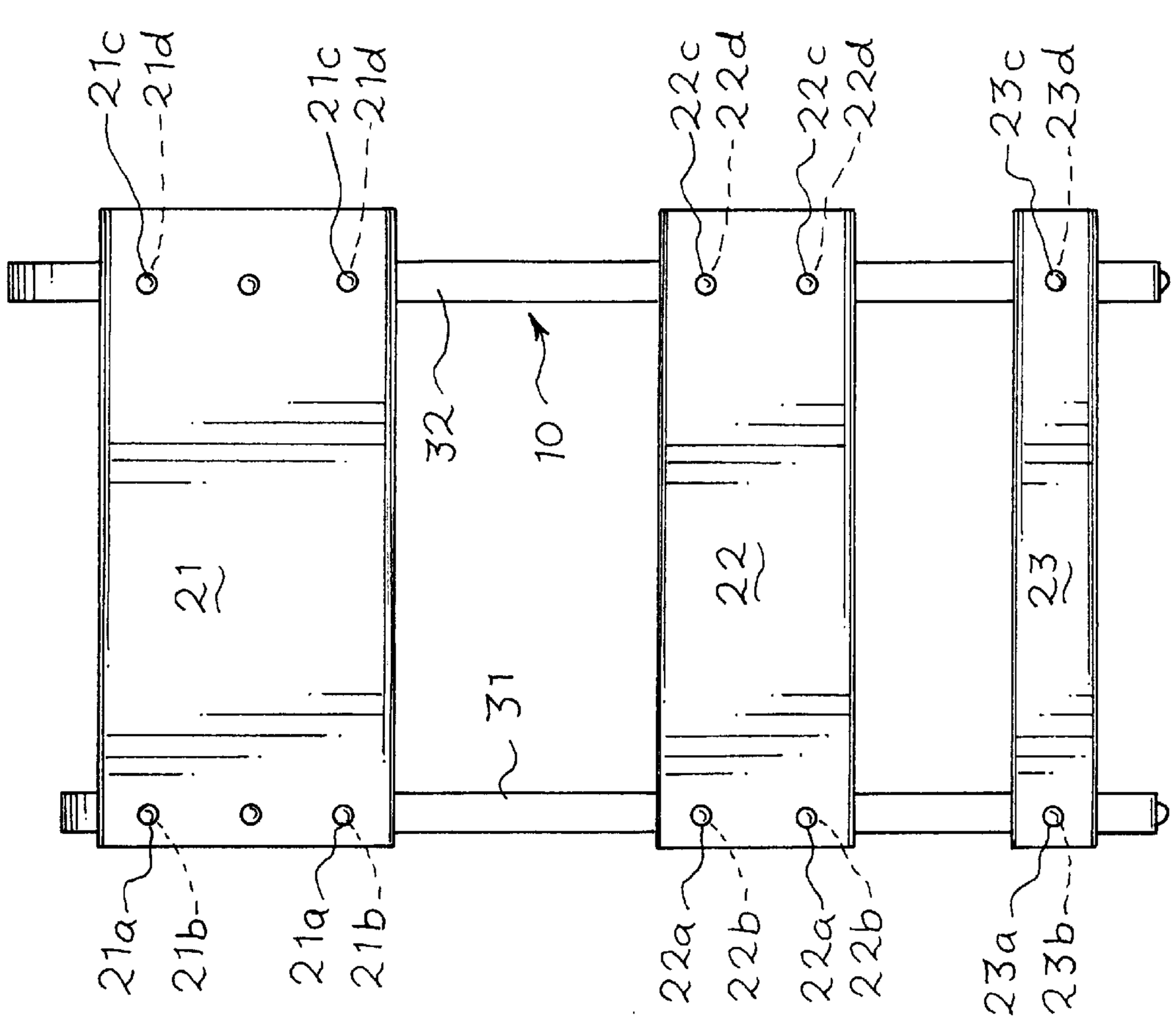
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Fig. 3

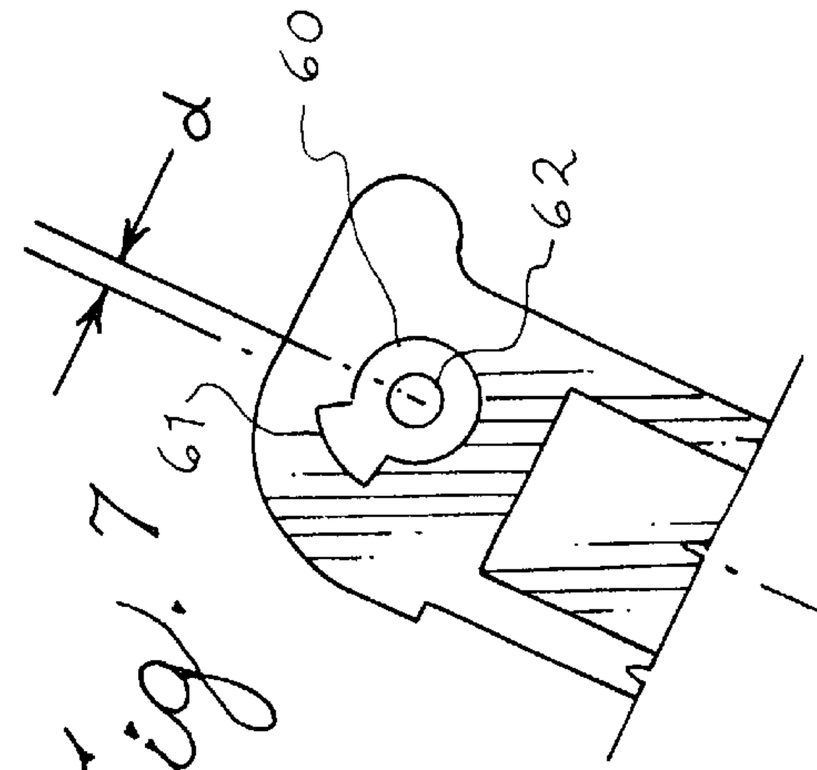

Fig. 7

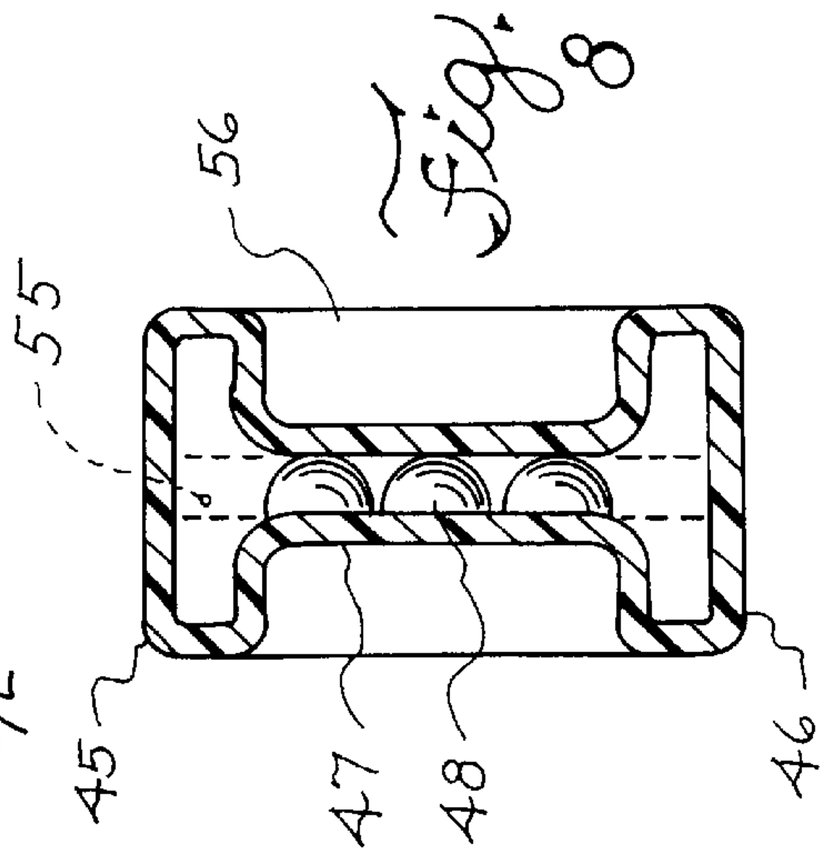

Fig. 8

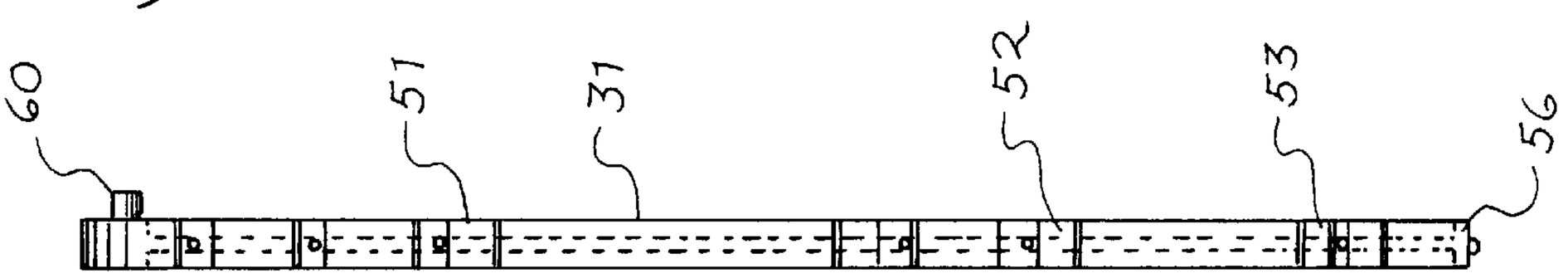

Fig. 6

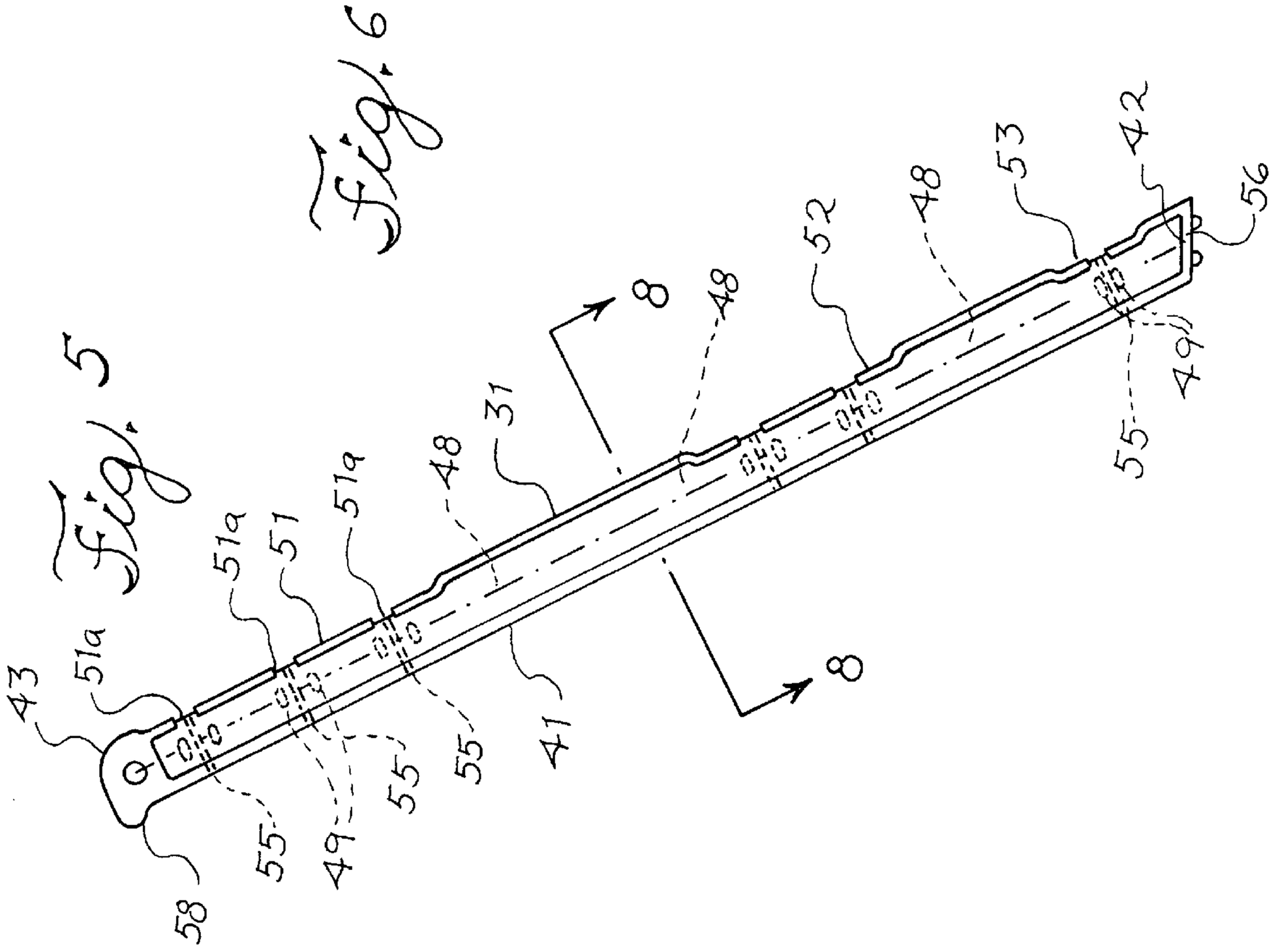

Fig. 5

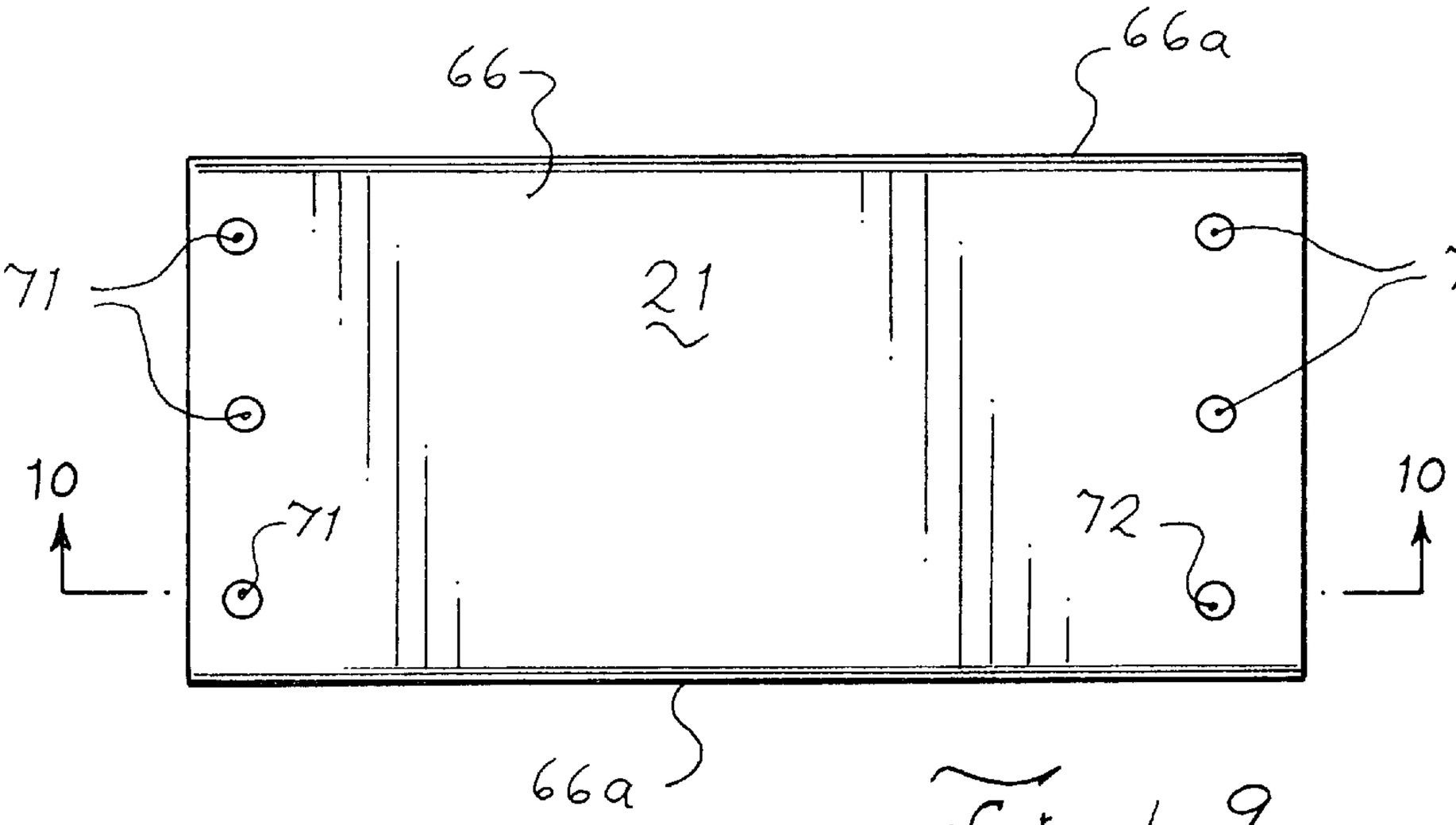

Fig. 9

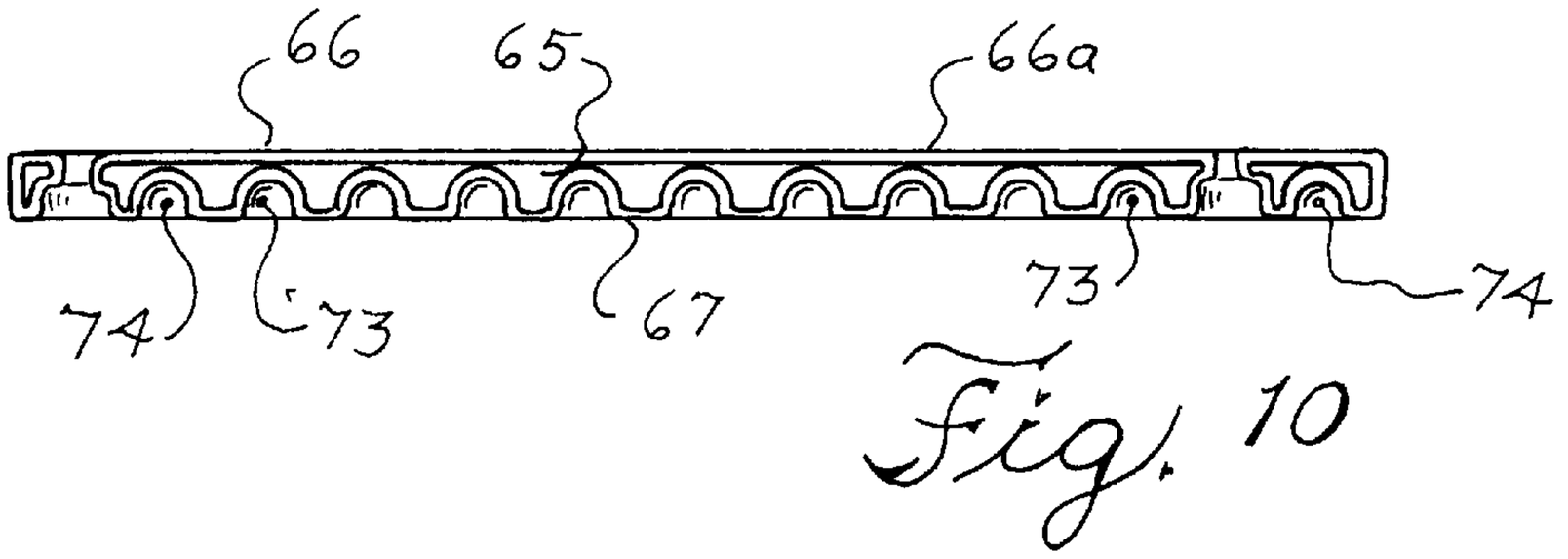

Fig. 10

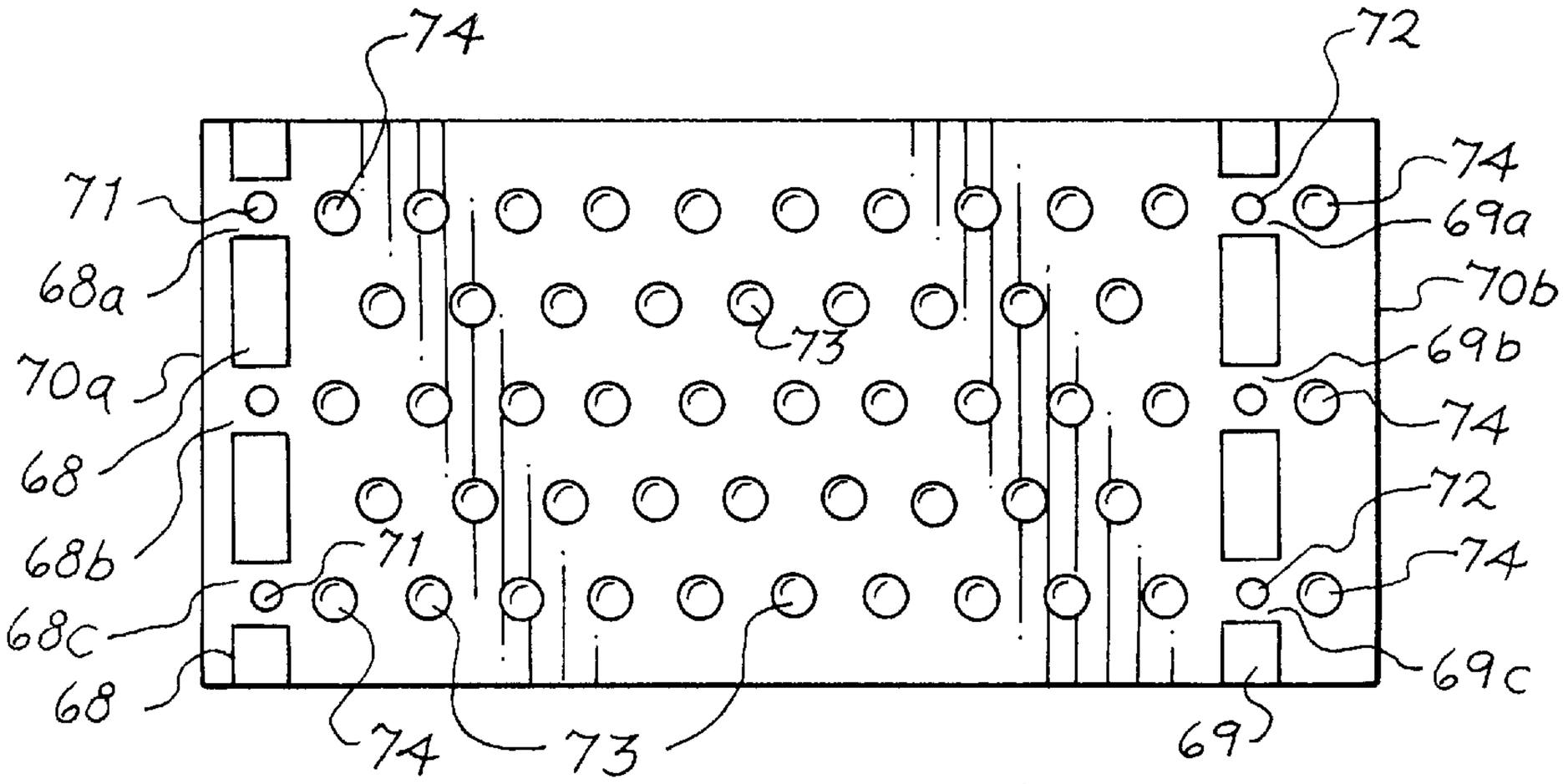

Fig. 11

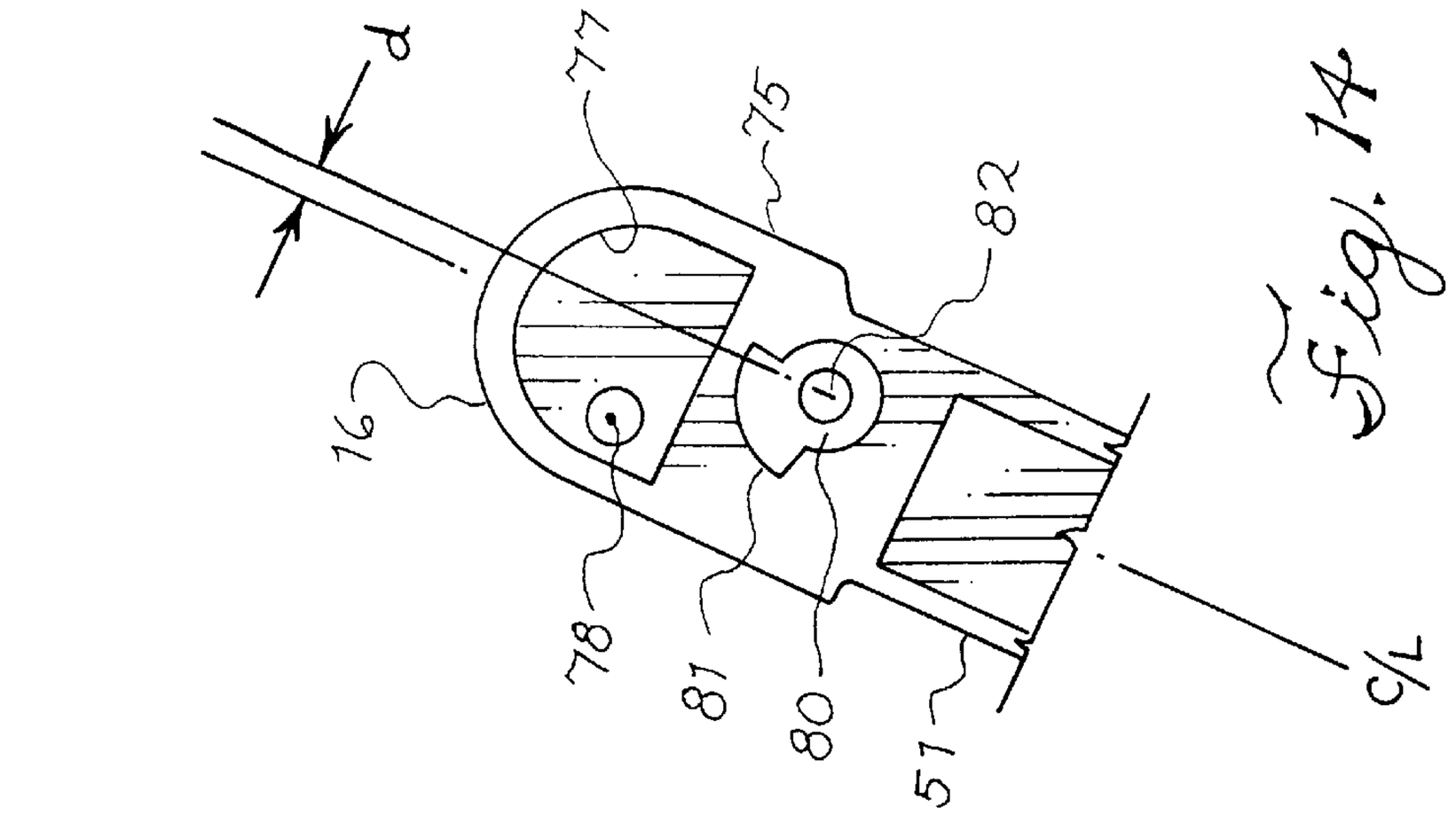

Fig. 14

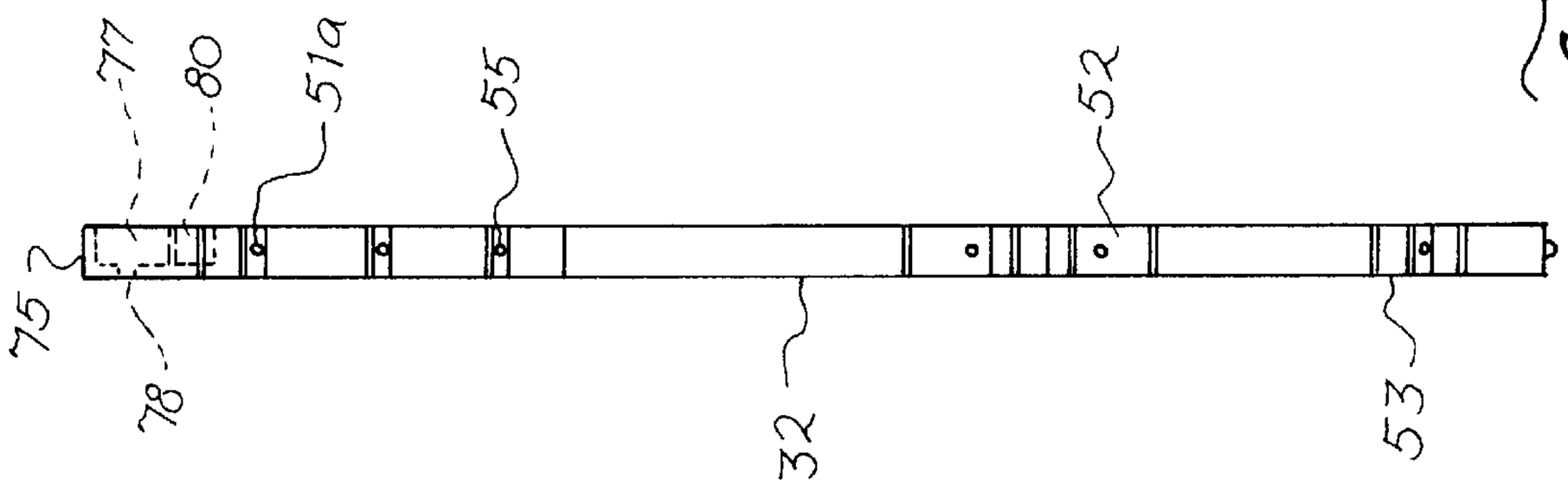

Fig. 13

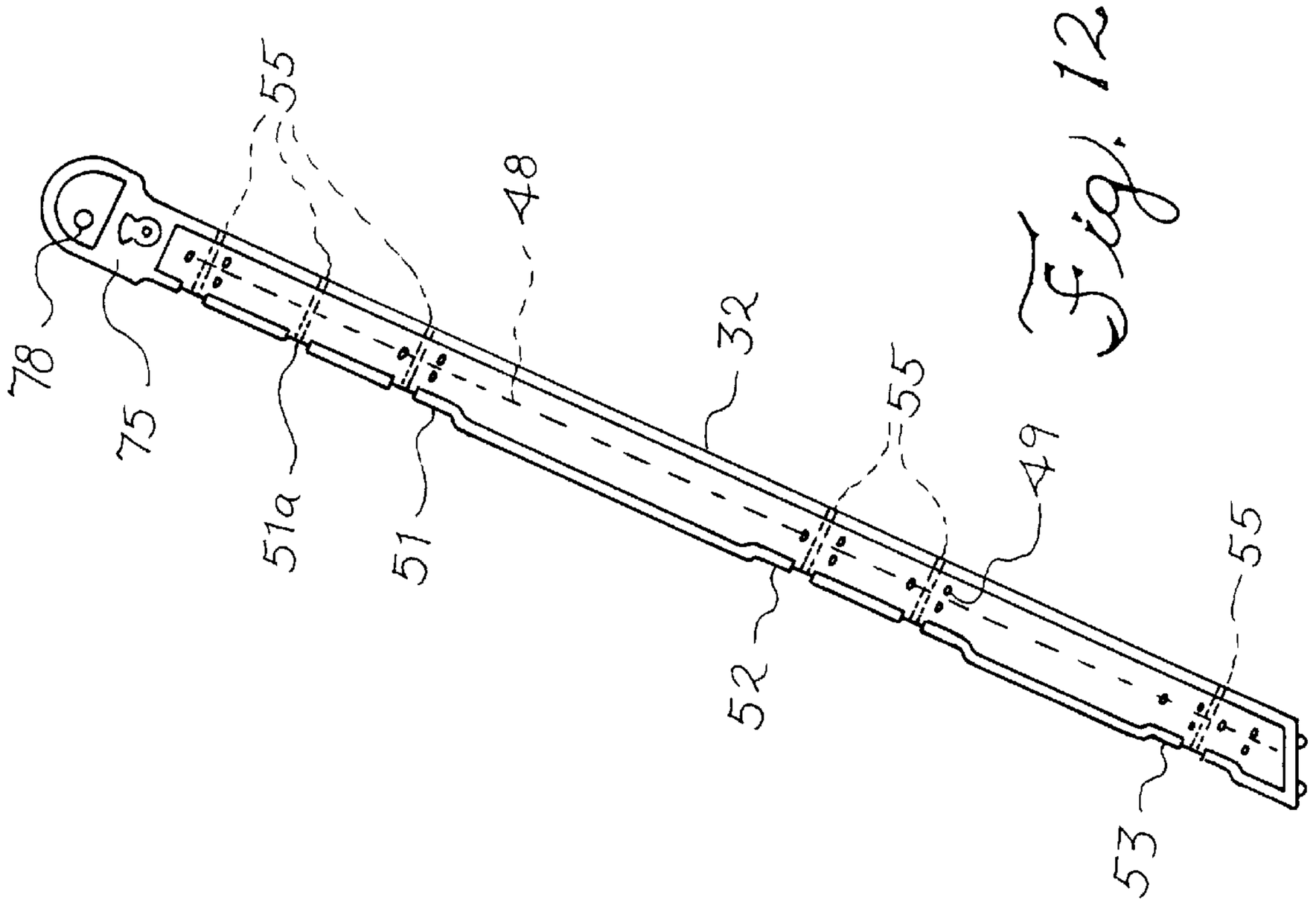

Fig. 12

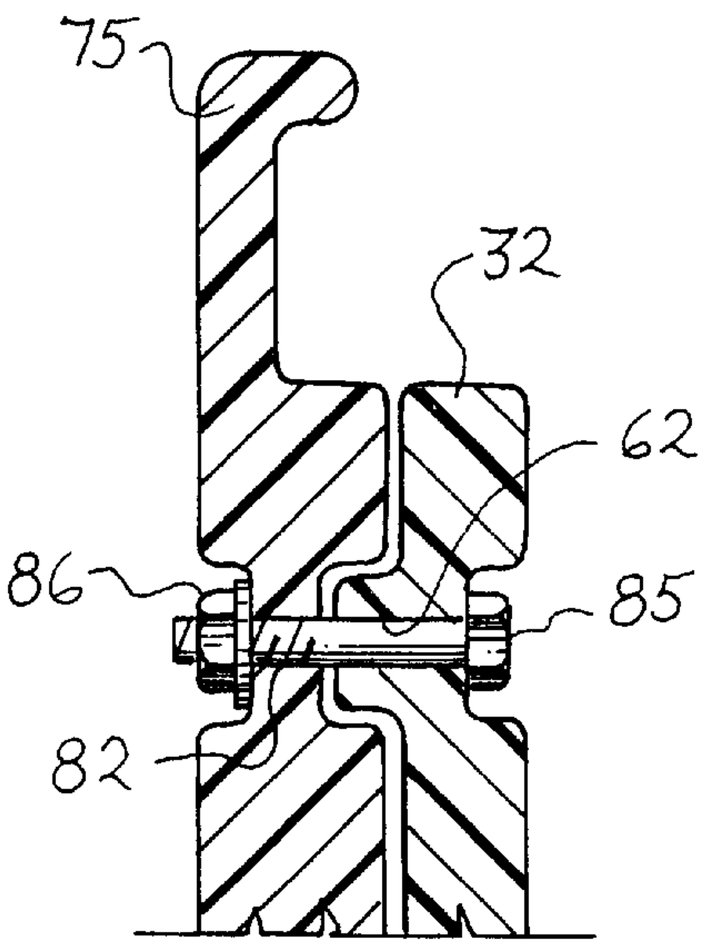

Fig. 15

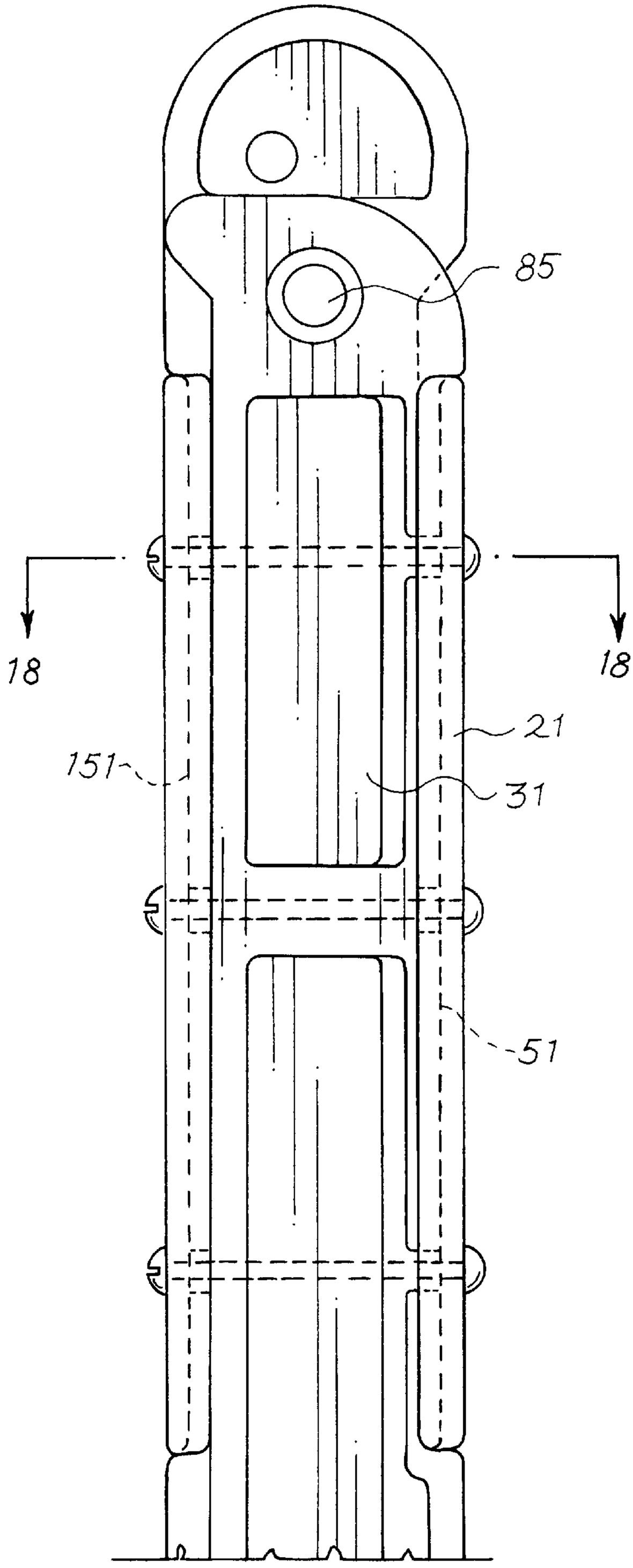

Fig. 17

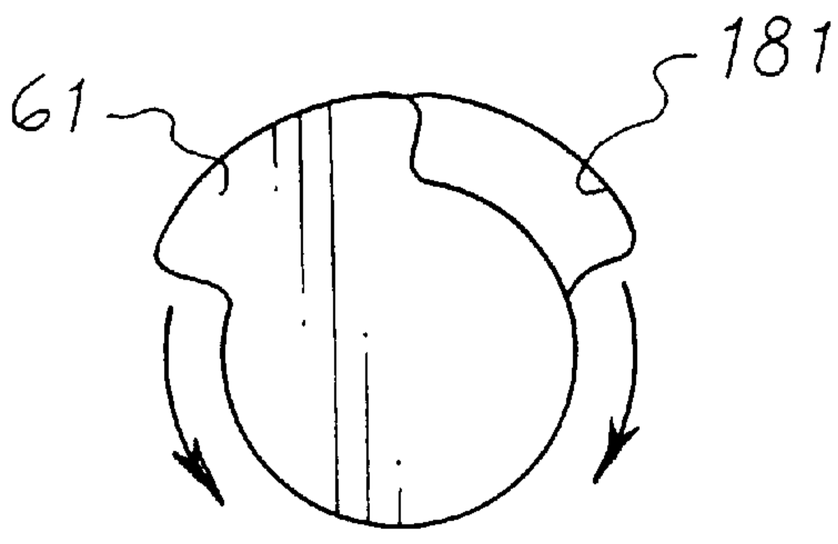

Fig. 16A

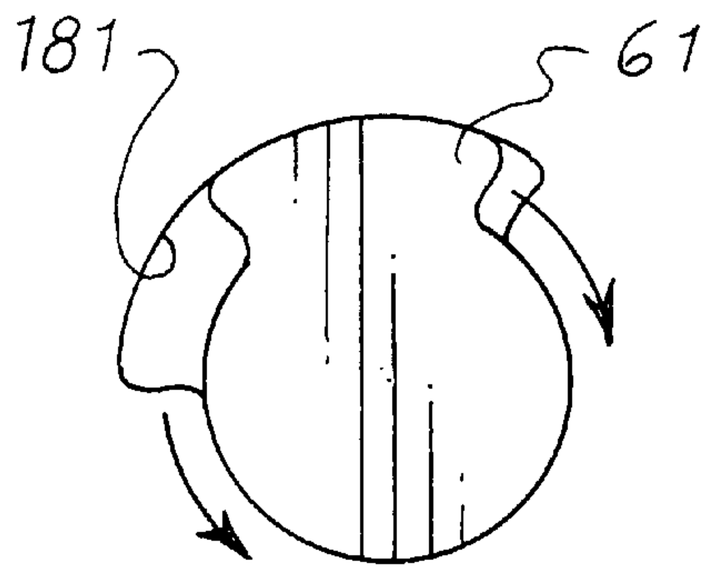

Fig. 16B

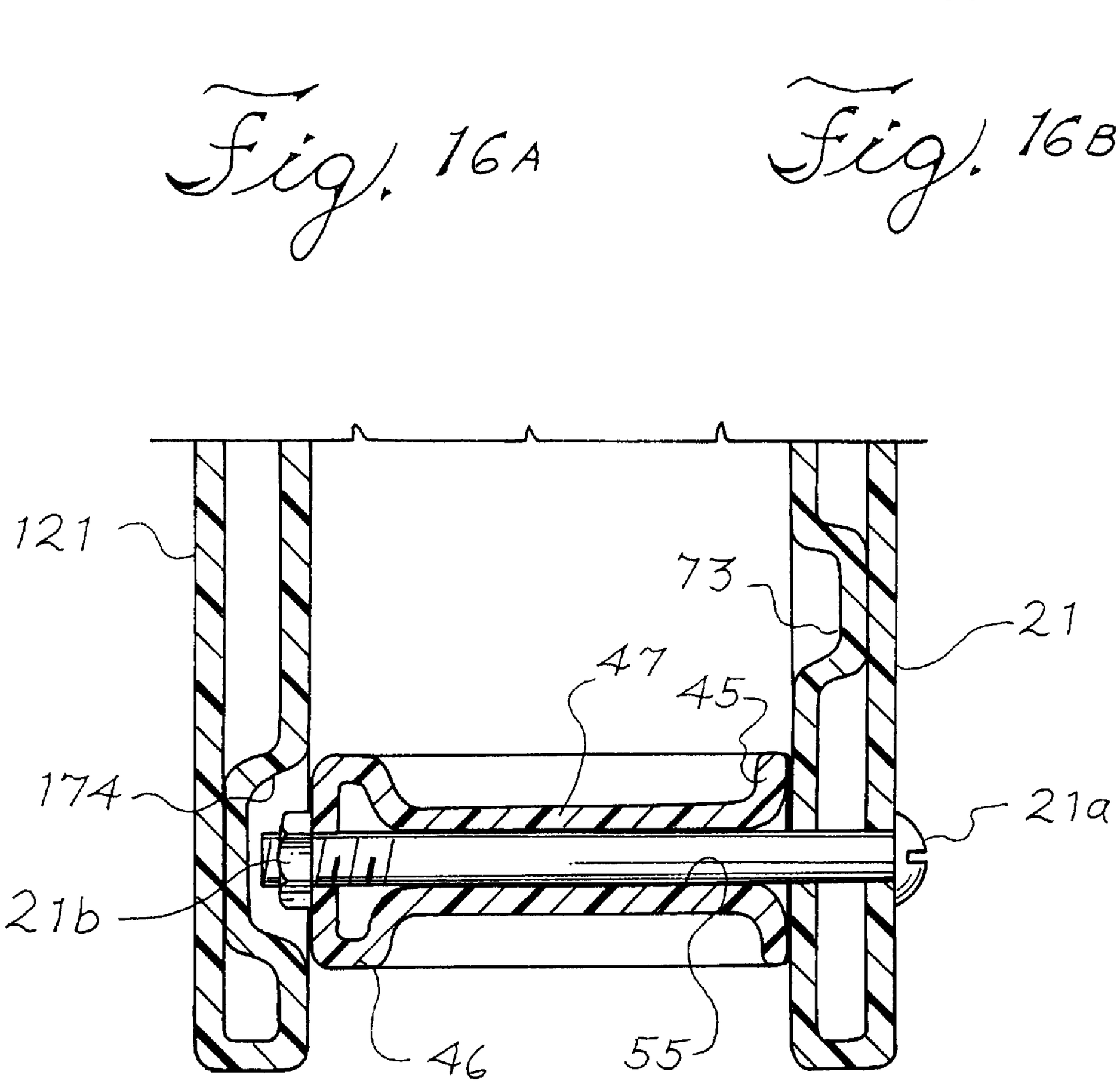

Fig. 18

PLASTIC BARRICADE ASSEMBLY

FIELD OF THE INVENTION

This invention relates to traffic barricades. It relates particularly to molded plastic traffic barricades.

BACKGROUND OF THE INVENTION

Traffic barricades are commonly used to warn vehicular and pedestrian traffic of danger, and block off restricted areas. Barricades made of molded plastic have now been known for some time. Examples are found in the Stehle, et al. U.S. Pat. Nos. 3,880,406 and 3,950,873, the Glass U.S. Pat. Nos. 4,298,186 and 4,624,210. Barricades illustrated in these patents include barricades made with two panel units hinged together so that they can be spread apart for use and collapsed for storage or transport. The individual panel units are one piece, integral, hollow plastic panels, formed by rotational or blow molding. The lower hollow sections may contain ballast.

These and other plastic traffic barricades have proven to be a great improvement over conventional steel and wood barricades. They are rugged, yet cause less damage to vehicles if inadvertently struck. Through the use of ballast in the units, the center of gravity of the barricade is lower than either wood or metal barricades. The result is a barricade less susceptible to being blown over by wind. Other features typically incorporated in such barricades are bright colored reflective horizontal panels, flashing lights or signs, and a structural member near the bottom where a sand bag can be placed if additional ballast is required.

Problems linger with many plastic barricades on the market today, however. Internally ballasted plastic barricades have proven to be marginally acceptable on high speed highways because they are not heavy enough to remain in place when buffeted by vehicle induced drafts. All to frequently, on the other hand, externally ballasted barricades deform under the weight of sandbags. When barricade assemblies are struck by a moving vehicle, for example, their structural integrity also leaves something to be desired. When components are damaged, they cannot be readily cannibalized for use in other barricade assemblies. Many of them are not sufficiently compact to permit stacking large quantities of assembled barricades together for transport.

SUMMARY OF THE INVENTION

A primary object of the present invention is to provide an improved plastic barricade assembly.

Another object is to provide a plastic traffic barricade assembly which has a high degree of structural integrity.

Yet another object is to provide a plastic traffic barricade assembly which can be easily cannibalized for parts if it is damaged in use.

Still another object is to provide a plastic traffic barricade assembly which, although employing ruggedly substantial leg components, collapses into a narrow profile for storage and shipping.

A further object is to provide a plastic traffic barricade assembly comprising separately blow molded leg and panel members fastened together in interlocking relationship.

Yet a further object is to provide a plastic traffic barricade assembly wherein said separately molded leg and panel members are rigidly interconnected after molding to form two substantially identical leg and panel units which are then pivotally connected.

Still a further object is to provide a new and improved method of constructing a plastic traffic barricade assembly.

The foregoing and other objects are realized in accord with the present invention by providing a barricade assembly comprising separate leg and panel members blow-molded of high molecular weight polyethylene plastic. Two identical leg and panel units are assembled, each from first and second different leg members and a plurality of panel members. The first leg members of each unit are identical to each other. The second leg members of each unit are, in turn, identical to each other.

The leg members are all molded with body sections which have I-beam shaped cross-sections, including opposed flanges interconnected by a web. This configuration permits the leg members to be quite narrow, i.e., the flanges are one-and-one-half (1½") inch wide in a conventional size barricade.

The outer flanges on each leg member in a leg and panel unit have elongated depressions formed therein, each for receipt of a panel. Each panel, in turn, has a corresponding one-and-one-half inch (1½") wide channel formed in its back face for mating, in interlocking fashion, with a leg member depression. The panel members are bolted to each of first and second leg members in this relationship to form a leg and panel unit.

Two leg and panel units are then mated with each other, panel members facing outwardly, by interconnecting bearing elements and bearing bores molded unitarily into the head sections of first and second leg members, respectively. The bearing element and bore of corresponding pairs of head sections contain cam action limit stops which then limit spreading of the leg and panel units to a degree desirable for use. The head section of each of the first leg elements also has an ear formed in it which is adapted to engage the upper edge of a panel member on the opposite leg and panel unit to provide a second limit stop for unit opening.

The leg and panel units are bolted together on common axes which are offset from the centerlines of corresponding leg members by a distance corresponding to the panel members' thickness. This permits the leg and panel units to nest flat against each other when the barricade assembly is collapsed for storage or use.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a side elevational view of a barricade assembly embodying features of the present invention;

FIG. **2** is a front elevational view of the barricade assembly;

FIG. **3** is a front elevational view of one leg and panel unit for the barricade assembly;

FIG. **4** is a side elevational view of the leg and panel unit of FIG. **3**;

FIG. **5** is a side elevational view of a first leg member for the leg and panel unit of FIG. **3**;

FIG. **6** is a front elevational view of the first leg member seen in FIG. **5**;

FIG. **7** is an enlarged side view (from the back) of the head section in the leg member seen in FIG. **6**;

FIG. **8** is a sectional view taken along line **8**—**8** of FIG. **5**;

FIG. **9** is a front plan view of a panel member from the leg and panel unit of FIG. **3**;

FIG. **10** is an edge elevational view of the panel member seen in FIG. **9**;

FIG. **11** is a bottom plan view of the panel member seen in FIG. **9**;

FIG. **12** is a side elevational view of the second leg member for the leg and panel unit of FIG. **3**;

FIG. **13** is a front elevational view of the second leg member seen in FIG. **12**;

FIG. **14** is an enlarged side view (from the back) of the head section in the leg member seen in FIG. **13**;

FIG. **15** is a vertical sectional view through the head sections of first and second leg members, as assembled;

FIG. **16**A is a diagrammatic view of the pivot bearing and locking cam relationship, open position;

FIG. **16**B is a view similar to FIG. **16**A showing the closed position relationship;

FIG. **17** is an enlarged side elevational view of the assembly of FIGS. **1** and **2**, but in its closed relationship; and

FIG. **18** is a sectional view taken along line **18**—**18** of FIG. **17**, with parts removed.

DESCRIPTION OF THE PREFERRED EMBODIMENT

Referring to the drawings, and particularly to FIGS. **1** and **2**, a plastic barricade assembly embodying features of the present invention is seen generally at **5**. The assembly **5** is comprised of a pair of identical leg and panel units **10** and **110**. Only leg and panel unit **10** will be described in detail, it being understood that the leg and panel unit **110** is identical to it. Throughout the specification, all parts of the leg and panel unit **110** are numbered exactly as their counterparts in leg and panel unit **10**, with an added 100 digits.

Each leg and panel unit **10** comprises three horizontal panel members **21**, **22** and **23**, and two vertical leg members **31** and **32**. Each of the members **21**, **22** and **23**, and **31** and **32** is separately blow molded of a high molecular weight polyethylene plastic. The members **21**, **22** and **23**, and **31** and **32**, and corresponding members **121**, **122** and **123**, and **131** and **132**, are assembled in a manner hereinafter discussed to create the assembly **5**.

Referring now to FIGS. **3** and **4**, a separate leg and panel unit **10** is shown. The panel members **21**, **22**, and **23**, and the leg members **31** and **32** of the leg and panel unit **10** are rigidly interconnected, according to the invention, to assemble the unit **10**.

As will be seen, the panel members **21**, **22** and **23** are mounted on, and interconnected with, the leg members **31** and **32**. The leg members **31** and **32** are spaced approximately twenty inches (20") apart in a standard size barricade.

The panel member **21** is fastened, adjacent one of its ends, to the leg member **31** by bolts **21***a* and nuts **21***b*. Similarly, the panel member **22** is fastened to the leg member **31** adjacent one end of the panel member by bolts **22***b*. Likewise, the panel member **23** is fastened to the leg member **31** adjacent one end of this panel member by bolts **23***a* and nuts **23***b*.

The panel member **21** is, in turn, fastened to the leg member **32** by bolts **21***c* and nuts **21***d*. In turn, the panel member **22** is fastened to the leg member **32** by bolts **22***c* and nuts **22***d*. Finally, the panel member **23** is fastened to the leg member **32** by bolts **23***c* and nuts **23***d*. In contrast to their attachments to the leg member **31**, however, the panels members **21**, **22** and **23** are fastened to the leg member **32** at a greater distance from the opposite ends of corresponding panel members, as will be seen. This distance is greater by an amount corresponding to the width of a leg member **31**

or **32**, as seen in FIG. **3**; and one-and-one inch (1½") in a barricade of standard size. Thus, the panel members **21**, **22** and **23** are mounted in laterally offset relationship relative to the leg members **31** and **32**. As a result, when the panel units **10** and **110** are assembled in face to face relationship, in a manner hereinafter discussed, the panel members **21**, **22** and **23** on opposed panel units have their opposite ends aligned with each other, as seen in FIG. **2**.

The bolts **21***a* and **21***c*, **22***a* and **23***a* and **23***c* extend from their low-profile heads (seen in FIG. **3**), which engage the panels **21**, **22** and **23**, respectively, through suitably formed aperatures in the panels and corresponding legs **31** or **32**, in a manner hereinafter discussed in detail. The free ends of the bolts are threaded and receive corresponding nuts, **21***b* and **21***d*, **22***b* and **22***d*, and **23***b* and **23***d*.

Referring now to FIGS. **5**–**8**, a disassembled leg member **31** is illustrated. The leg member **31**, which is blow molded in one piece, includes an elongated center section **41**, a foot section **42** and a head section **43**. As is characteristic of blow molding, of course, the leg member **31** is essentially hollow, with a wall thickness of approximately 0.125 inches.

The central section **41** is molded with an I-beam cross-section, as best seen in FIG. **8**. The I-beam cross-section is defined by outer flange **45** and inner flange **46** connected by web **47**. The wall which forms the leg member **31**, in its central section **41**, is spaced apart along most of the central section. However, in the blow molding process, a plurality of inwardly extending offsets or "tacks" **48** and **49** are formed in the web **47**, from one side thereof and those tacks become welded to the other side of the web during the molding process. The tacks **48** help to rigidify the central section **41**. The tacks **49** bracket bolt holes, hereinafter discussed, to strengthen the central section **41** at these bolt holes.

The outer flange **45** of the central section **41** is also molded with inwardly extending offsets in three areas to form three elongated depressions **51**, **52** and **53** in its outer surface. The lengths of each of these depressions corresponds to the height of a corresponding panel member **21**, **22** and **23**, a subject hereinafter discussed. The depth of each of these depressions **51**, **52** and **53** is one-half the thickness of each panel member, but each depression has at least one deeper cut-out (see **51** a in FIG. **5**, for example), for reasons hereinafter discussed. According to the invention, this configuration permits a highly effective, interlocking relationship of panel members **21**, **22** and **23** and leg member **31** when a panel unit **10** is assembled.

The central section **41** of the leg member **31** also has the aforementioned bolt holes **55** formed vertically through it, from flange **45** to flange **46**, inside the web **47**. Bolt holes **55** are formed through the leg member **31** in each of the three depressions **51**, **52** and **53**. As will hereinafter be discussed, the panel numbers **21**, **22** and **23** are fastened to the leg member **31** with corresponding bolts which extend through these bolt holes **55**.

The foot section **42** of the leg member **31** is defined by a thickened end flange **56** formed in the molding process. The flange **56** defines a ground engaging surface for the leg member **31**.

The head section **43** of the leg member **31** includes a radially extending ear **58**. As will also hereinafter be discussed, the ear **58** is arranged to engage the upper edge of the panel member **121** when the barricade assembly **5** is opened for operation and serve as a limit stop for opening travel of the two panel sections **10** and **110** as they are spread for use.

Referring to FIGS. **6** and **7**, the head section **43** also has an annular stub bearing **60** formed outwardly from one side. The axis of the stub bearing **60**, which serves as a pivot axle for the panel units **10** and **110** when they are connected, is spaced from the centerline C/L of the leg member **31** by a distance d corresponding to the thickness of each of the panel members **21**, **22** and **23**; the centerline of a panel unit being defined here as a line extending longitudinally of the leg member half-way between the flanges **45** and **46**. This offset, which is toward the inside of the leg member **31**, permits the panel units **10** and **110** to nest flat against each other when they are collapsed, also in a manner hereinafter discussed.

The annular stub bearing **60** has a radially protruding cam **61** formed unitarily with it. This cam **61** acts as another limit stop for opening travel of the two panel sections, in a manner hereinafter discussed.

The annular stub bearing **60** has a bolt hole **62** formed through it on its axis. This bolt hole **62** also extends through the wall of the head section **32** opposite the bearing **60**. The function of this bolt hole **62** in the barricade assembly **5** will be hereinafter discussed.

Referring now to FIGS. **9–11**, a separate panel member **21** is illustrated. The panel member **21** is blow molded of plastic so that its walls are also about 0.125 inch thick. The panel, itself, is one-half inch (½") thick. As such, a cavity **65** is defined within the panel member **21**.

The outer wall **66** of the panel member **21** has an essentially smooth outer surface, although outwardly extending ridges **66***a* are formed horizontally along its upper and lower edges. This facilitates the surface-to-surface fastening of reflective sheeting, for example, between the ridges **66***a*.

The inner wall **67** of the panel **21** has two discontinuous mounting channels **68** and **69** molded into its outer surface. One of these channels, channel **68**, is formed into the wall **67** three-quarters of an inch (¾") from an end **70***a* of the panel **21**. This channel **68** is one-quarter inch (¼") deep and one and one-half inch (1½") wide, except where it is discontinuous, at **68***a*, **68***b* and **68***c*, the discontinuities creating air passages through the channel **68** for molding purposes. The other channel, channel **69**, is formed into the wall **67** one-and-three quarters of an inch (1¾") from the other end **70***b* of the panel **21**. This channel **69** is also one-quarter inch (¼") deep and one inch (1") wide, except where it is discontinuous, at **69***a*, **69***b* and **69***c*, the discontinuities creating internal air passages for blow-molding purposes.

The panel member **21** also has two bolt holes **71** formed through it in the channel **68**. These bolt holes **71** are for the bolts **21** a which attach the panel member **21** to the leg member **31**. Two more bolt holes **72** are formed through the panel member **21** in the channel **69**. These bolt holes **72** are for the bolts **21***c*.

In the inner wall **67** of the panel member **21**, a pattern of cup-shaped indentations **73** are formed inwardly from the outer surface of that wall. These indentations **73** extend into engagement with the inner surface of the outer wall **66** of the panel member **21**, and form "tacks" between the walls **66** and **67** by bonding during molding. Four of the cup-shaped indentations, seen at **74**, serve an additional purpose, as will hereinafter be discussed.

Panel members **22** and **23** are identical in construction to panel member **21**, except for their width dimensions and number of bolt holes. The panel member **21** is twenty four inches (24") long and twelve inches (12") wide. The panel member **22** is eight and one quarter inches (8¼") wide. The panel member **23** is three inches (3") wide.

Turning now to FIGS. **12–14**, the leg member **32** is also seen separately. FIG. **12** illustrates the leg member **32** as it would be seen from the right in FIG. **2**. FIG. **13** shows the same leg members **32** from the front. FIG. **14** is an enlarged view of the head section **75** of the leg member **32**.

As has previously been pointed out, the leg member **32** is identical to the leg member **31**, except for the construction of the head section **75**. Accordingly, except for the head section **75**, all components of the leg member **32** bear the same reference numerals as the leg member **31**.

The head section **75** of the leg member **32** includes an elongated crown **76** which forms a bracket for attachment of a flasher warning light unit (not shown). To this end, it will be seen that the crown **76** has a well **77** formed in one side for receipt of a light unit mounting base and attachment bolt (not shown). A bolt hole **78** is formed through the crown **76** in the well **77** for receipt of a bolt (not shown) which attaches the light unit.

Referring to FIG. **14**, the head section **75** also has an annular bearing bore **80** formed inwardly from one side. The bearing bore **80**, which serves as a pivot axle bearing for the panel units **10** and **110** when they are connected has, like the stub bearing **60** on the leg member **31**, an axis which is offset from the centerline C/L of the leg member **32** by the distance d hereinbefore referred to, and for the same purpose.

The annular bearing bore **80** has a radially extending lobe **81** covering an arcuate distance corresponding generally to the travel which the aforedescribed cam **61** is permitted when the panels **10** and **110** are spread to operational relationship. The mating of the stub bearing **60** and bore **80**, cam **61** and bore lobe **81**, will hereinafter be further discussed.

The annular bearing bore **80** also has a bolt hole **82** formed through its base, at its axis. The bolt hole **82** also extends through the wall of the head section **75** opposite the bearing bore **80**.

All of the components of a leg and panel unit **10** have now been described and illustrated. In effect, then, all the components of the leg and panel unit **110** have also been described and illustrated, since they are identical. Now, the method of assembly of the leg and panel units **10** and **110** and, finally, the mating of those units to form the assembly **5**, will be described.

A leg and panel unit **10** is assembled by seating three panel members **21**, **22** and **23** on the leg members **31** and **32** and securely fastening them with bolts **21***a* and **21***c*, **22***a* and **22***c*, and **23***a* and **23***c*, and with nuts **21***b* and **21***d*, **22***b* and **22***d*, and **23***b* and **23***d*. The channels **68** and **69** in each of the panels **21**, **22** and **23** are seated in corresponding elongated depressions **51**, **52** and **53** in the leg members **31** and **32**. Because the depth of each channel **68** and **69** is one-half the thickness of the panel member (except at the discontinuities **68***a* and **69***a*), and the depth of each depression **51**, **52** and **53** is the same (except for discontinuities **51***a*, etc.), the panel members **21**, **22** and **23** seat in interlocking relationship with the leg members **31** and **32** while, at the same time, their outer surfaces are substantially flush with the surfaces of the flanges **45** between those recesses. The discontinuities **68***a*, **68***b*, **68***c* and **69***a*, **69***b* and **69***c* in the channels **68** and **69** in panel member **21**, for example, mate with corresponding discontinuous cut-outs **51***a* (see **51***a* in FIG. **6**) molded into the depression **51**. The panel members **22** and **23** seat in the same way. This interlocking relationship of panel members and leg members creates leg and panel units which can absorb great impact loads without breaking up.

With the panel members **21**, **22** and **23** bolted in place on the leg members **31** and **32**, the nuts **21***b* and **21***d*, **22***b* and **22***d*, and **23***b* and **23***d* protrude outwardly of the flanges **46**, as do the threaded bolt ends to which they are attached. At the same time, the heads of each bolt **21***a* and **21***c*, **22***a* and **22***c*, and **23***a* and **23***c* are relatively low in profile so that they protrude only slightly. The implication of this construction in the context of the invention will shortly be discussed.

Next, another leg and panel unit is assembled of identical components, in this case the leg and panel unit **110**. The two identical leg and panel units **10** and **110** are then placed in face-to-face relationship, so-to-speak, with their respective panel members **21–23** and **121–123** facing outwardly. The stub bearings **60** and **160** on the leg members **31** and **131** are introduced into the bearing bores **180** and **80** on the leg members **132** and **32**, respectively, by moving the leg and panel units **18** and **110** traversely of each other. The ears **61** on the stub bearings **60** then lie within the confines of the corresponding bore lobes **81**.

At this point, referring to FIG. **15**, a bolt **85** is passed through the aligned bolt holes **62** and **82** in the head sections **32** and **75** of each mated pair of leg members, i.e. leg members **31**, **132** and **32**, **131**. A nut **86** is turned onto the threaded end of each nut **85**. The panel units **10** and **110** are securely connected in this way to form the barricade assembly **5**.

FIGS. **1** and **2** show the completed assembly **5** in its open position, ready for use. In this position, the ear **58** on the head section **32** of the leg member **31** has engaged and is stopped against the upper edge of the panel member **121** in the leg and panel unit **110**. At the same time, the ear **158** on the head section **132** of the leg member **131** has engaged and is stopped against the upper edge of the panel member **21** in the leg and panel unit **10**.

At the same time, further spreading of the leg and panel units **10** and **110** is also stopped by the cams **61** and **161**. These cams **61** and **161** reach the limit of their travel in corresponding lobes **81** and **181** of mating bearing bores **80**, as is illustrated in FIG. **16**A. Thus, integrity of the assembly **5** is insured by providing dual limit stops associated with each mating pair of leg members.

The construction of the leg members **31**, **32** and **131**, **132**, and the manner in which they are connected to corresponding panel members produces, according to the invention, particularly high resistance to deformation under load. As a result, external weights in the form of sandbags, for example, do not cause the assembly **5** to sag over time.

When it is desired to collapse and store or ship the assembly **5**, the leg and panel units are pivoted toward each other, about the co-axial axes of the bearings **60**, **160** and bearing bores **80**, **180** (which are also the axes of the bolts **85**). Because these axes are offset from the centerlines of corresponding leg members by the thickness of the panel members **21–23** and **121–123**, the leg and panel units **10** and **110** can collapse into the nested relationship seen in FIG. **17**. In this configuration, the cams **61** and **161** are in the positions shown in FIG. **16**B.

The intimacy of the nested relationship is also enhanced by mating of the nuts **21***b* and **121***b*, **22***b* and **122***b*, and **23***b* and **123***b* with corresponding cup-shaped depressions **74** formed in the back of each panel member **21–23** and **121–123**. This relationship is shown in FIG. **18**, where it will be seen that when the leg and panel units **10** and **110** are collapsed against each other, corresponding nuts **21***b*, etc. (with associate bolt ends) are, in effect, housed within corresponding depressions **74**.

The preferred embodiment of the barricade assembly **5** has been discussed in terms of a traffic barricade. However, it should be understood that the invention might also take the form of some other kind of barricade or sign support assembly, for example. Regardless of which, the structure is compact, highly resistant to impact load, able to easily support sand-bag weights without deforming and readily cannibalized for components.

We claim:

1. A barricade assembly comprising:

a) a first leg and panel unit and a second leg and panel unit, said leg and panel units being pivotally connected with each other;

b) at least one of said leg and panel units including two leg members and a panel member separately molded of plastic and rigidly interconnected;

c) each of said leg members including a foot section, a body section and a head section;

d) said body section of each said leg member being molded having a substantially I-beam shaped cross-section including an outer flange;

e) at least one longitudinally elongated depression formed in said body section of each leg member, said flange extending along a substantial portion of said depression in each body section;

f) said panel member having opposite ends and an inner face; and

g) a channel formed in said inner face adjacent each of said ends;

h) said panel member being seated on each said leg member in a corresponding one of said elongated depressions;

i) each of said leg members being seated on said panel member in a corresponding one of said channels.

2. The barricade assembly of claim **1** further characterized in that:

a) each of said elongated depressions has a predetermined depth along a substantial portion of its length;

b) said predetermined depth of said depressions being less than the thickness of said panel member.

3. The barricade assembly of claim **2** further characterized in that:

a) said panel member has an outer face;

b) said outer face being substantially flush with said outer edges of said leg member body sections.

4. The barricade assembly of claim **2** further characterized in that:

a) each of said channels has a predetermined depth along a substantial portion of its length;

b) said predetermined depth of each depression is substantially equal to said predetermined depth of a corresponding channel.

5. The barricade assembly of claim **2** further characterized in that:

a) one of said channels is formed in said inner face of said panel member at a greater distance from the corresponding adjacent end of said panel member than the other of said channels is from the other adjacent end of said panel member.

6. The barricade assembly of claim 1 further characterized in that:

a) The depth of said depression in each of said outer flanges is less than the thickness of said flange.

7. The barricade assembly of claim 1 further characterized in that:

a) said channels formed in said inner face of said panel member are formed at different distances from corresponding opposite ends.

8. The barricade assembly of claim 7 further characterized in that:

a) said first and second leg and panel units are pivotally interconnected in an offset relationship;

b) the amount of offset corresponding to the difference in distance between said channels and corresponding ends.

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